

13/PRTS

Preliminary Amendment -- 5
PCT/GB00/02244
Attorney Docket 02004.053

AMENDMENTS

Version with markings to show changes made

In the Claims:

Amend claims 1-8 as follows:

1. (Amended) An air suspension anti-roll stabilization system [(51; 71; 81)] comprising air suspension means, such as at least one pair of air bags [(52; 72; 82)] air spring mounted upon an axle [(53; 73; 83)] via leaf spring suspension arms [(56; 76; 86; 126; 136)] of an associated vehicle on respective opposed sides of the longitudinal axis of the vehicle, with the axle [(53; 73; 83)] being located at least partially with respect to the frame or chassis [(55; 79; 92)] of the vehicle by means of a pair of leaf spring arms [(56; 76; 86; 126; 136)] which are located on respective opposed sides of the longitudinal vehicle axis and of which each has one end [(57; 77; 84; 124)] mounted pivotally to the vehicle frame or chassis [(55; 79; 92)] characterized in that anti-roll means [(65; 75; 85; 105; 125; 135)] is connected rigidly between the pair of longitudinal leaf spring suspension arms [(56; 76; 86; 126; 136)].

2. (Amended) A system [(51; 71; 81)] according to claim 1, wherein said anti-roll means [(65; 75; 85; 125; 135)] is connected at or adjacent the points at which the one end [(57; 77; 84; 124)] of each arm [(56; 76; 86; 126; 136)] is pivotally attached to the frame or chassis [(55; 79; 92)] of the associated vehicle.

3. (Amended) A system [(51; 71; 81)] according to claim 1 [or 2], wherein said anti-roll means [(65; 75; 85; 125; 135)] comprises an anti-roll bar or tube.

4. (Amended) A system [(51; 71; 81)] according to [any of] claim[s] 1, [2 or 3,] wherein said anti-roll means [(65; 75; 85; 125; 135)], which extends transversely of the

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longitudinal axis of the associated vehicle, is arranged to add bending stiffness to the longitudinal suspension arms [(56; 76; 86; 126; 136)] during vehicle roll.

5. (Amended) A system [(51; 71; 81)] according to claim 2 [or any claim dependent thereon], wherein said anti-roll means [(65; 75; 85; 125; 135)] is arranged to add transverse, torsional stiffness close to those pivot points.

6. (Amended) A system [(51; 71; 81)] according to [any preceding] claims 1, wherein the longitudinal suspension arms [(56; 76; 86; 126; 136)] upon which the air bags [(52; 72; 82)] or other air suspension means are mounted, are converted from acting as beams which are pivotally mounted at their one ends to the frame or chassis [(55; 79)] of the vehicle, to beams which are fixed or tending towards "encastre" at those one ends [(57; 77; 84; 124)], during roll motion of the vehicle.

7. (Amended) A system [(57; 71; 81)] according to [any preceding] claim 1 further arranged to allow the associated pivot points to rotate in opposite directions during vehicle roll, whilst rotating in the same direction in normal, straight axle ride.

8. (Amended) A system according to claim 1, wherein said anti-roll means [(65; 75; 85; 125; 135)] is locatable at various points along the length of the suspension arm [(56; 76; 86; 126; 136)], the position being related to the anti-roll stiffness and stability afforded thereby.

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